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6. Tons carried in both directions for a year on the following lines are approximately:

- a) Yurga - Topki - Belovo: 10 million t- km $\frac{\text{gross wt}}{\text{net wt}}$ or 7 million t- km $\frac{\text{gross wt}}{\text{net wt}}$
- b) Ussaty - Belovo: 15 million t- km $\frac{\text{gross wt}}{\text{net wt}}$ or 10,500,000 t- km $\frac{\text{gross wt}}{\text{net wt}}$
- c) Kuznetskiy - Ussaty: 2,500,000 t- km $\frac{\text{gross wt}}{\text{net wt}}$ 1,750,000 t- km $\frac{\text{gross wt}}{\text{net wt}}$

The locomotive kilometers per locomotive in 24 hours is between 240 - 250.

7. There are four types of rails on this line:

- a) I^a - 50 kg per m on all the main lines
- b) II^a - 43 kg per m on all the main lines and sidings
- c) III^a - 37 kg per m on all the station tracks
- d) IV^a - 30 kg per m on all the reserve or private tracks $\frac{\text{warehouses}}{\text{etc}}$

8. There are about 30 railroad administrations in the USSR. One office is in Tomsk which controls an area of two to four thousand kilometers from Tomsk to Stalinsk and from Novosibirsk to Irkutsk. Another railroad administration office is in Chita and another in Omsk.

9. Each administration has from 20 thousand to 30 thousand freight cars under its jurisdiction. Serial numbers consist of seven figures. Each car has the name of the administration, USSR, and inventory number. Destination markings on the cars are made according to a special instruction manual which the railroad administration prepares for each station.

10. For example: If a freight car is to go no further than the next junction or neighboring station it is attached to a "collecting" train. If a freight car is to go through one or more junctions or stations it is marked: AC¹, AC², AC³, etc. All freight cars that carry valuable material or products, such as grain, furs, fabrics, and parts of machinery are sealed.

11. Total capacities for two-axle cars in the various yards are:

- | | | | | | |
|---------------|---|-----|---------------|---|---|
| a) Topki | - | 700 | d) Belovo | - | 800 |
| b) Kemerovo | - | 500 | e) Ussaty | - | 800 |
| c) Kolchugino | - | 400 | f) Kuznetskiy | - | $\frac{\text{freight station}}{\text{passenger "}}$ - 500 / - 200 |

12. Rails are fastened to the ties with spikes and track bolts are very rarely used. The fastening of the rail spikes to the ties is done in one of two ways - ordinary or offset $\frac{\text{bent in Z fashion}}$. Rail ties are made of pine trees and are saturated with creosote in one of the two special plants at Marinsk or Krasnoyarsk. The ties last from seven to eight years.

13. The ruling grade on the Tomsk Railroad line is 9%, with a minimum radius of 640 m on the curves. The grades on the curves are only 8%. The Tomsk rail line does not have any bridges.

14. The average monthly wages of the railroad employees are:

- a) Cleaners or sweepers: 200 rubles
- b) Conductors: 300 to 350 rubles
- c) Engineers: 400 to 450 rubles plus a bonus which depends on locomotive kilometers exceeding the normal quota
- d) Supervisory personnel: 600 to 800 rubles

The Tomsk Railroad employs about 1% women used mostly as guards.

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15. Along the Tomsk Railroad line there are many slave labor camps. Almost all the prisoners in these camps are peasants from the Ukraine.
16. There are about seven to eight thousand slave laborers working the Osinovski mines at Kandalep [sic]. About the same number work at the Kuznetskiy mines, the Aralichevsk mines at Akchurka, and the Aphoninsky mines at Kalsagai [sic]. The latter two mines are located north of Ussaty.
17. Mining at the Kolchuginov and Kemerovo mines is done by volunteers [free workmen]. A railroad line to the iron ore mines at Tel'bes and Temir-Tau area was started by the GPU in 1932, but was not completed as of 1935. There are zinc mines in the Saltair mountains in the Hurievsk area and a zinc metal plant is located in Belovo.

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755.11	829N
755.321	829N
755.14	829N
755.733	829N
755.223	829N
755.736	829N
755.211	829N
755.361	829N
762.206	829N
761.125	829N
761.125	647N
761.125	329N

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